

# VIII.

future link

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## CORRIDOR PRESERVATION

One of the most notable changes in the identification of long-range corridors has occurred in Riverside County. Long-range corridors previously described in the unconstrained portion of the Plan are now in the constrained 2001 Regional Transportation Plan. The Community Environmental Transportation Acceptability Process (CETAP) underway in Riverside County has led to the identification of four corridors (two intra-county corridors and two inter-county corridors). The ultimate goal of the CETAP process is the preservation of right-of-way to be used for a future transportation project. Ideally, the CETP effort in Riverside County will encourage other agencies to consider a similar effort since there still remains large amounts of open space where future corridors will be needed to meet transportation demand.

It is important to identify and preserve transportation corridors needed to expand or enhance transportation for future generations (see Table 8.1 and Exhibit 8.1). Local governments will find it difficult to obtain optimal locations for these corridors unless efforts to preserve them are made early. The American Association of State Highway and Transportation Officials (AASHTO) Report on Corridor Preservation states that early efforts provide the following benefits. They will:

- ▶ prevent inconsistent development;
- ▶ minimize or avoid environmental, social and economic impacts;
- ▶ prevent the loss of desirable corridor locations;
- ▶ allow for the orderly assessment of impacts;
- ▶ permit orderly project development; and
- ▶ reduce costs.

Ideally, the long-range corridors will encourage planners and policy-makers to start preparing strategies for preserving corridors now. Planning can prevent losing right-of-way needed for transportation beyond the year 2020. Thus, right-of-way preservation is a reasonable concern, particularly in areas where development may block a long-range corridor. More opportunities to capitalize on preservation are available in less urban areas, where local governments have an opportunity to obtain available land for new transportation facilities.

The first step in this kind of planning for the future is to identify potential long-range corridors and determine that there is a need to preserve them. This will require intergovernmental coordination and should include a funding component. Next, criteria to evaluate and prioritize the selected corridors must be developed. Once a corridor is selected, environmental studies will be needed. Traditional preservation techniques include purchasing land or using government statutes to place a corridor alignment on a general plan land use map. There are other state and federal funds that can be used to assist in acquiring land for long-range corridors.

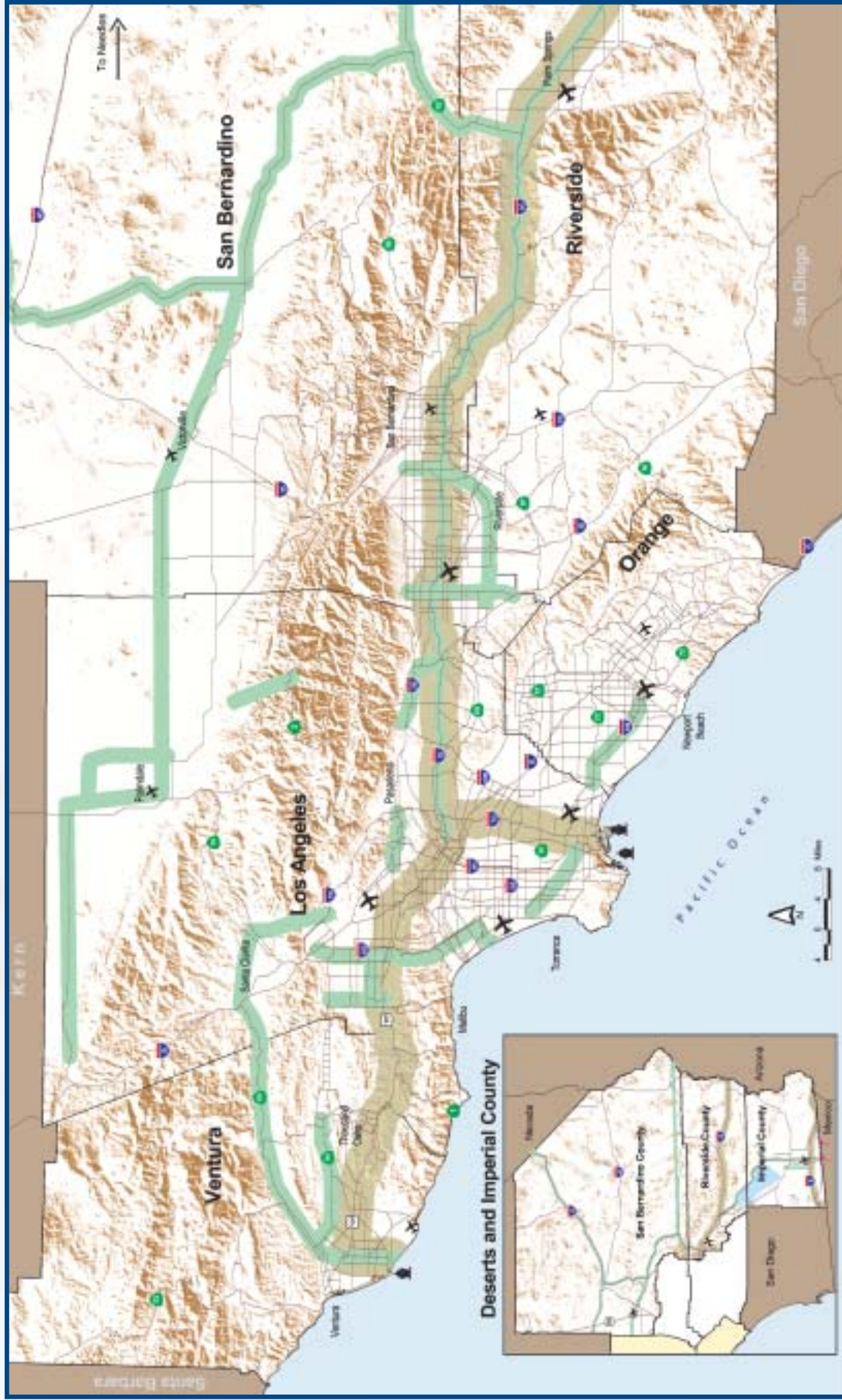


Table 8.1

POST-2025 LONG-RANGE CORRIDORS	
CORRIDOR	SOURCE
<b>Imperial County:</b>	
Forrester Road and Westmorland Bypass Corridor	IVAG
State Route 111 Corridor	IVAG
State Route 115 Corridor	IVAG
Inter/Intra-County Passenger and Freight Rail Corridor	IVAG
<b>Los Angeles County Corridors:</b>	
Santa Clarita Bypass	Caltrans 07
State Route 27	LACMTA
State Route 39 Corridor	Caltrans 07
State Route 101	LACMTA
State Route 126 Corridor	Caltrans 07
State Route 134/SR-210 Corridor	LACMTA
I-405 Corridor (segment)	Caltrans 07; LACMTA
<b>Orange County Corridors:</b>	
I-405 Corridor (segment)	Caltrans 12
<b>San Bernardino County Corridors:</b>	
Euclid Avenue Corridor	San Bernardino Associated Governments
I-15 Corridor	SCAG
<b>Ventura County Corridors:</b>	
Santa Paula Branch Line Corridor	VCTC
SR-118 Corridor	Caltrans 07
<b>Inter-county Corridors:</b>	
Southwest Passage Corridor	SCAG
High Desert Corridor	Caltrans 07 and Caltrans 08
Los Angeles/Coachella Valley/Calexico Rail Corridor	Los Angeles/Coachella Valley/Calexico Corridor Study Caltrans 08; Caltrans 12; Riverside County, and SCAG Staff
North South Corridor	Caltrans 12
Soquel/Jurupa-Limonite/Alder Corridor	SCAG
Cal-Nevada High Speed Rail	OCTA



# Post-2025 Long-Range Corridors



## Post 2025 Long-Range Corridors

- Port
- Port of Entry
- Airport / Potential Airport Site

The SCAG Region  
2001 RTP

## Corridors

- Southwest Passage Strategy Multi-Modal  
from SCAG/SANDAG to Texas (Corridor Boundaries are not precise)
- Multi-Modal Corridors: Non-urban/Urbanizing  
Urban (Corridor Boundaries are not precise)

## Exhibit 8.1



Southern California Association of Governments  
April 2001

The SCAG Region is pursuing a new, environmentally sensitive approach to considering development. This approach envisions that the transportation options are originally developed with environmentally sensitive land uses and habitat issues being part of the planning and design criteria. It would involve early and active involvement by all stakeholders. The information sources for long-range corridors include:

- ▶ various long-range transportation studies;
- ▶ recommendations from Caltrans;
- ▶ transportation corridor projects expected to be operational after 2020; and
- ▶ informal discussions with public agency staff.

In addition, the Southwest Passage is included to address the needs for preserving corridors to move goods and freight.

### UNCONSTRAINED PROJECTS

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Under TEA-21, transportation plans must show a reasonable ability to fund all proposed projects. This requirement has compelled the Region to prioritize and focus on projects that are high performing and cost-effective. While this approach keeps the Region's feet, as it were, rooted firmly on good solid financial ground, it may have a tendency to obscure solutions that initially may seem too "blue sky," too costly or too optimistic. Add to this the fact that even with the most successful mix of strategies and programs, congestion in the Region is expected to double, and it makes eminent sense to prepare a list of unconstrained projects. Projects in the unconstrained project list could be advanced through the amendment process to the constrained Plan if new funds are identified—subject to the approved performance and environmental considerations. Under this arrangement, decision-makers have flexibility to consider new projects and to respond to funding opportunities that may present themselves in the future. The unconstrained project list can be found in the Technical Appendix.